WINTER HEIGHTS

Area Structure Plan

July 1987

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

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WINTER HEIGHTS AREA STRUCTURE PLAN

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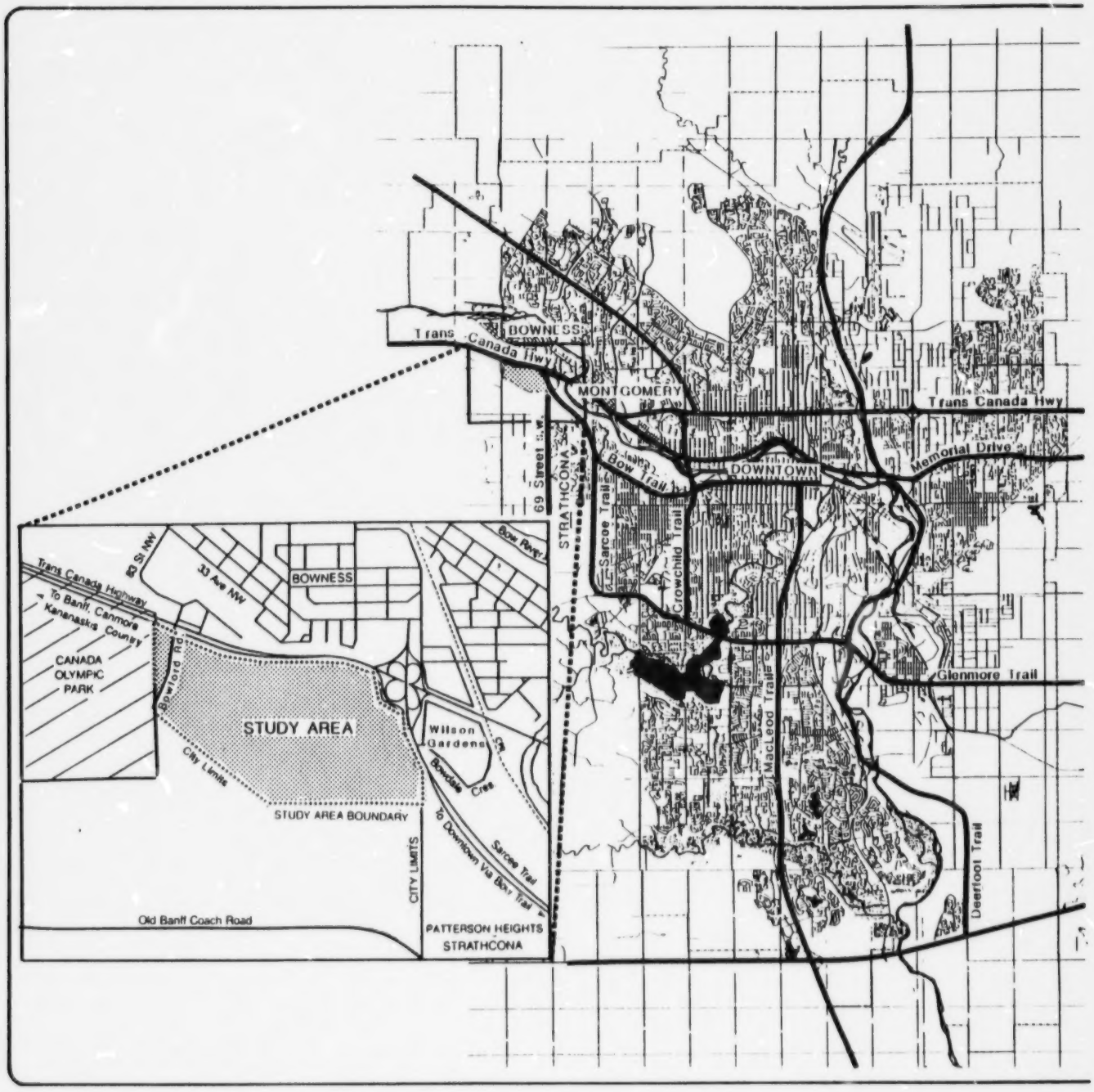
MAP 1

WINTER HEIGHTS

TITLE

STUDY AREA



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PART 1 - AREA STRUCTURE PLAN

1.1 Introduction

The total area covered by the Area Structure Plan encompasses approximately 106 gross hectares (262 gross acres), in the west quadrant of the city. Boundaries are the Trans-Canada Highway to the north, Canada Olympic Park to the west, the Sarcee Trail and 69th Street N.W. alignment to the east, and a boundary which generally follows along the Bow River escarpment to the south. (See Map 1)

1.2 Land Use Plan

1.2.1 The Plan Concept

The general land use concept calls for commercial and residential land uses. Commercial uses would be located along the periphery of the site taking advantage of locations with high exposure to the entrance to Canada Olympic Park and with high visual exposure to the Trans-Canada Highway and Sarcee Trail. Residential uses would be located in the interior and southern part of the site taking advantage of the unique topography and view potential (See Map 2). It may be appropriate to consider a mix of commercial and residential land uses immediately adjacent to Canada Olympic Park. Because of the particular topography, established adjacent land uses and the existence of major transportation routes, Winter Heights will function as an independent community with the possibility of expansion in any direction unlikely.

1.2.2 Commercial Land Use

The intent is to provide for commercial uses which can take advantage of the high visual exposure to major roads.

Within the commercial area adjacent to Bowfort Road, a variety of uses are possible and could include accommodation services, restaurants, automotive services, retail, etc. Consideration should be given for commercial uses in this general location to complement the recreational aspect of Canada Olympic Park.

Low intensity/low traffic generating commercial uses should be considered for the remainder of the area because of the limitations of indirect access.

Commercial land uses would occupy approximately 35 hectares (86 acres) or one-third of the total gross land area as shown on the land use plan.

Policies

1. The actual amount of commercial land will be finalized at the outline plan stage subject to the final location of the internal road system and determination of the amount of developable land.

2. The allocation of commercial land use density should take into consideration the relative location and access of individual parcels. Higher density development should be located nearer to the major access to the community. The overall density of the commercial land will be determined by the

capacity of the internal road system and the Bowfort Road/Trans-Canada Highway intersection at the outline plan/land use redesignation stage.

3. Careful review, at the development permit stage, will be required to adequately respond to the double-exposed nature of the commercial area. Commercial development will be highly visible both from the adjacent major road system and the residential community of Winter Heights. Such review will demand higher standards in terms of building design, signage and the treatment of large parking areas for the auto related uses.

1.2.3 Residential Land Use

The intent is to provide the opportunity for a variety of residential uses which can take advantage of the particular site characteristics. It is expected that the type of residential development proposed would take into consideration the fact that many of the normal community facilities such as schools will not be provided within the area. This fact, considered with the particular site characteristics and the location, may suggest a more non-family orientation to be appropriate.

Residential land uses would occupy approximately 71 hectares (176 acres) or two- thirds of the total gross land area.

Policies

1. The actual amount of land for residential purposes will be subject to the final location of the internal road system and determination of the amount of developable land at the outline plan stage.

2. Particular care will be needed in the integration of higher density housing with single family units in terms of the location and size of multi-family parcels to minimize potential visual and traffic impacts.

3. Winter Heights will be a complex and interesting site to develop and therefore flexibility in the type and density of potential residential development should be accommodated where appropriate.

4. Residential development should be buffered from the eastern edge of Canada Olympic Park to minimize any negative impacts of its operation on future residents. Buffering may be accomplished through subdivision design, site layout for any proposed multi-family development and/or the use of municipal reserve.

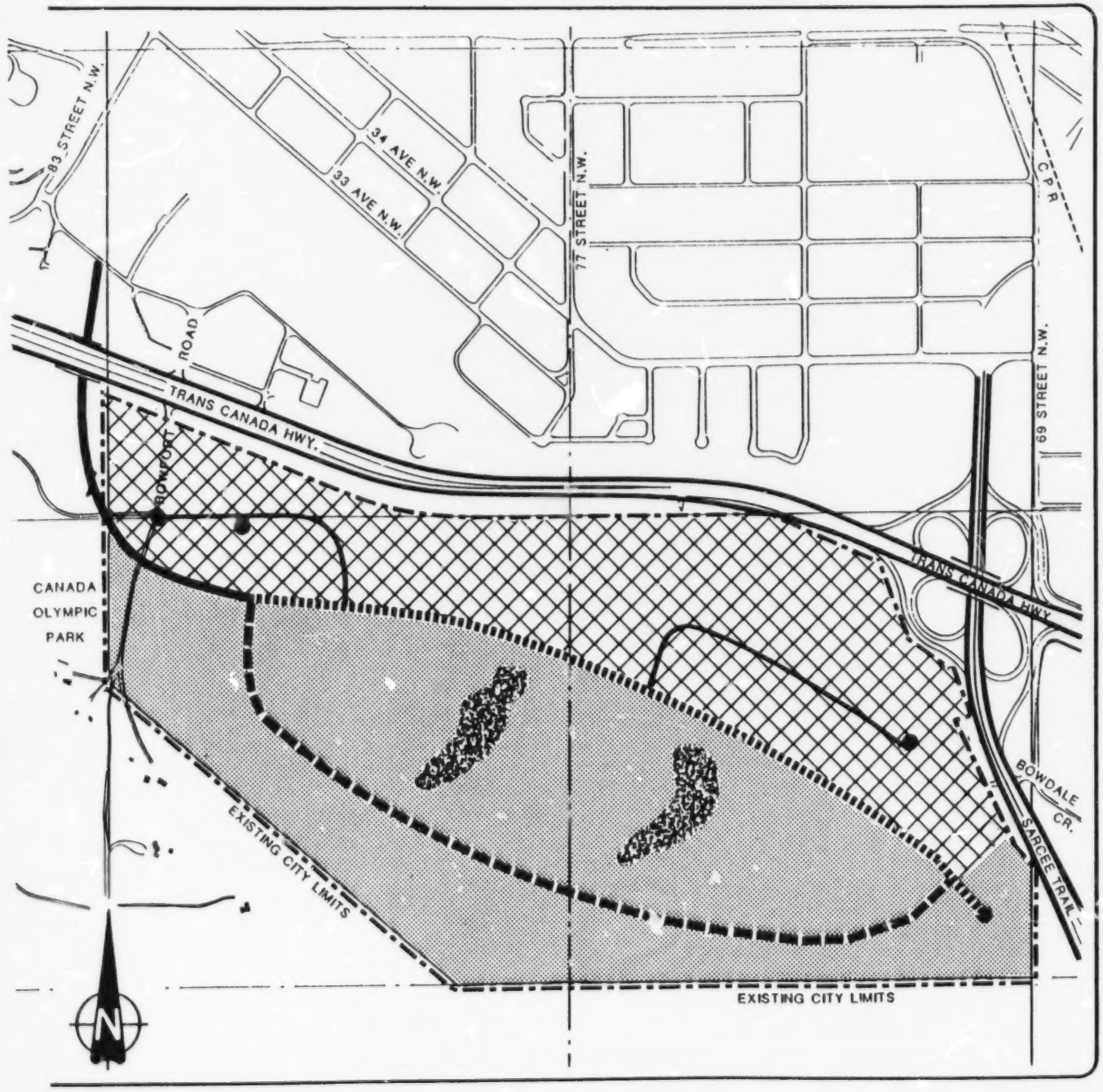
5. Analysis of potential noise levels will be required for residential development adjacent to Sarcee Trail and the major road accessing the area. Development is to meet the guidelines established in the Surface Transportation Noise Policy.

1.2.4 Density/Development Potential

Winter Heights can be expected to generate a population in the range of 2000 to 3500 persons. This is based on a units per hectare density of between 12.3 and 19.8 (5 and 8 units per acre) and approximately two-thirds of the site being developed for residential purposes, less any land dedicated as environmental reserve.

1.2.5 Open Space System

The Planning Act provides for the provision of land for municipal and/or school reserve, not to



WINTER HEIGHTS | **MAP 2**

TITLE

LAND USE PLAN

LEGEND

- STUDY AREA BOUNDARY
- COMMERCIAL
- RESIDENTIAL
- MUNICIPAL RESERVE (SHOWN CONCEPTUALY ONLY)
- EXPRESSWAY/FREEWAY
- MAJOR ROAD
- INDUSTRIAL MAJOR
- COLLECTOR ROAD
- LOCAL ROADS
- FUTURE INTERCHANGE

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exceed 10% of the gross area and not including any land provided as environmental reserve. The two School Boards have both stated that they do not require any sites for future schools. The complexity of the site which includes many interesting natural features has created the opportunity for a unique open space system.

Policies

1. Portions of the site have been identified as being environmentally sensitive such as steep slopes, ravines with ground water seepage, high quality woodlands and a glacial erratic. The more significant of these areas will be retained as part of the open space system. A determination of any potential environmental reserve dedication will be made at the outline plan stage.

   In recognition of the unusual topographic and environmental characteristics of Winter Heights, the developer, prior to the initial subdivision stage or approval of any redesignation, will prepare a concept and phasing plan acceptable to the Calgary Planning Commission showing grading, road patterns, storm drainage and protection of environmentally sensitive areas and environmental reserves on his entire land holdings. This does not apply to By-law No. 70Z87.

2. The Parks/Recreation Department has expressed the preference for a central open space system which would link the significant natural features and serve both local and community needs. At least two level sites (in the range of two to three acres each) should be incorporated to accommodate active use demands. The open space system (which will be a combination of municipal and potential environmental reserve) should be accessible from the internal collector road system and may serve, in appropriate locations, as a buffer between commercial and residential development.

1.2.6 Pedestrian/Bicycle Pathways

The Winter Heights area can be connected to the regional pedestrian/bicycle pathway system through connections being planned to link the overall system with Canada Olympic Park. The major connection will be through the Bowness Community connecting to the regional system at Bowness Park and at Shouldice Park. The regional system is planned to eventually continue south and east to link with the Strathcona area.

An internal community system should be provided linking the community with the regional system through use of open spaces and the local road system. (See Map 3)

1.2.7 Urban Design Considerations

Because of the prominent location of Winter Heights with respect to Canada Olympic Park, the Trans-Canada Highway (the major western entrance to the City) and relationship to the Bow River escarpment (highly visible from other communities in northwest Calgary), particular care should be taken in developing the site.

Within the commercial areas, special attention should be paid to overall building design, treatment of large parking areas, compatibility with the recreational theme of Canada Olympic Park (for directly adjacent commercial development), and contribution to the image of the principal western entrance to the City.

Within the residential areas, emphasis should be placed on design compatibility with the challenging grades and on minimizing the impact of development on the natural features of the Bow River escarpment.

1.3 Transportation

1.3.1 External Roadway System

Winter Heights is bounded on the north and east by expressway standard roads which limit access. Because of the escarpment, direct access from Winter Heights to future development areas to the south is not practical.

Initial access to the area will be from the Bowfort Road/Trans-Canada Highway intersection, upgraded in preparation for the 1988 Winter Olympics. In the long term, as development of Winter Heights and adjacent areas proceeds, an interchange will be required at this location. The existing access provided at Bowfort Road is capable of accommodating the full development of Winter Heights. The Trans-Canada Highway West Functional Study provides for an additional access to the area by an arterial road connecting to Valley Ridge Road to the west (See Map 3).

The sequence of transportation improvements for the Trans-Canada West Corridor is set out in the "Trans-Canada West Functional Study" as approved by City Council on January 28, 1985. Specifically, this study provides for the construction of the Stoney Trail interchange before the Bowfort Road interchange.

1.3.2 Internal Road System

The internal road system, shown schematically on Map 3, consists of an internal loop system linked to a major road stub which will be an extension of Bowfort Road.

An industrial major will assist in separating the residential and commercial uses. Direct residential access from low density residential development to this road will not be permitted. Further details with respect to the internal road system will be resolved at the outline plan stage and will reflect the complex topographical constraints of the site.

The internal road system must be designed in a manner to accommodate both interim and ultimate intersection/interchange configurations at Bowfort Road.

1.3.3 Transit

Transit service will be provided by a feeder bus system which will use the internal road system and connect with existing bus service in the Bowness Community.

1.4 Municipal Services and Utilities

The municipal services and utilities shown on Map 4 illustrate how the area can be serviced. Further details, refinements and other servicing options will be reviewed at the outline plan stage.

1.4.1 Storm Sewer Service

Winter Heights is divided into three storm sewer catchment areas. The first area consists of approximately 7 hectares (17 acres) of land in the extreme northwest portion of the site adjacent to Bowfort Road. Service is available by extending an existing trunk sewer line located in Bowness at 83rd Street N.W. and 33rd Avenue N.W. across the Trans-Canada Highway.

A central catchment area of approximately 28 hectares (70 acres) would utilize an existing sewer line located in Bowness at the intersection of 77th Street N.W. and the Trans-Canada Highway.

The third catchment area includes the remainder of the land within the boundaries of the area structure plan and requires a storm sewer to be extended easterly to an outfall structure at the Bow River. This line would also serve lands outside Winter Heights in Wilson Gardens and the North Strathcona area which are part of the same overall drainage system.

Three ice ponds owned by the City of Calgary currently exist within the area, the purpose of which is to control winter ice build-up on the Trans-Canada Highway and on the Sarcee Trail. These will be reviewed at the outline plan stage to determine future need and how they will be integrated into the overall servicing scheme.

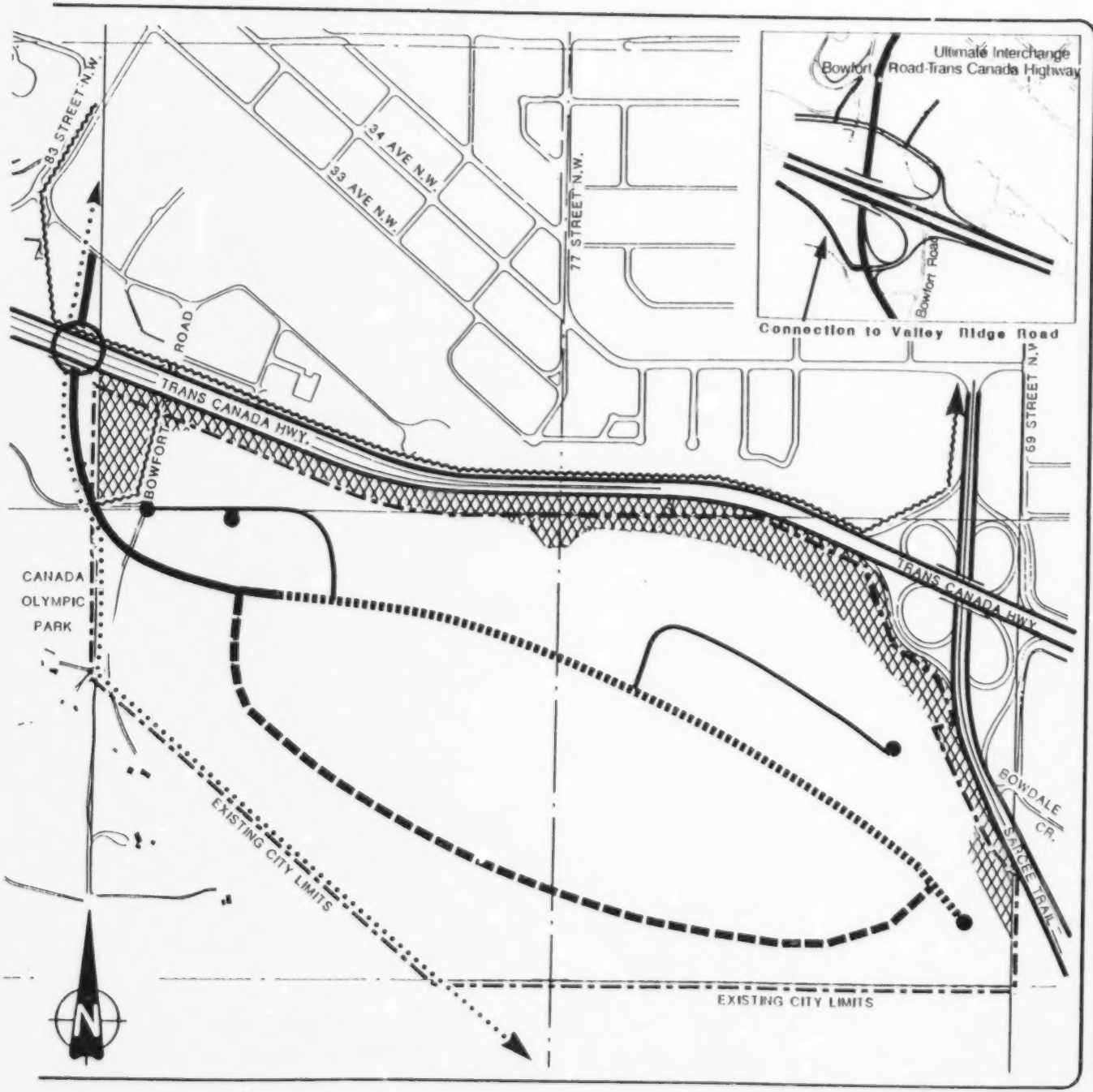
1.4.2 Sanitary Sewer Service

Winter Heights is divided into two sanitary sewer catchment areas. The northwest portion of approximately 7 hectares (17 acres) adjacent to Bowfort Road can be serviced to the existing sanitary sewer located at the intersection of 83rd Street N.W. and 33rd Avenue N.W. in Bowness.

The remaining lands would require a main extension to the Boulevard Trunk Sanitary Sewer Line in the vicinity of the Trans-Canada and 13th Avenue N.W. As with the storm sewer service, the sanitary sewer will also serve Wilson Heights and portions of the North Strathcona area. line.

1.4.3 Water Service

The existing water system can be extended to service Winter Heights using three pressure zones. The lower pressure zone can be serviced by extensions from the existing water main adjacent to the Trans-Canada Highway in Bowness.



WINTER HEIGHTS

MAP 3

TITLE

TRANSPORTATION

LEGEND

- STUDY AREA BOUNDARY

ROADWAY SYSTEM

- EXPRESSWAY/FREEWAY
- MAJOR ROAD
- INDUSTRIAL MAJOR
- COLLECTOR ROAD
- LOCAL ROADS
- FUTURE TRANS CANADA HIGHWAY R.O.W.
- FUTURE INTERCHANGE

BICYCLE/PEDESTRIAN PATHWAY SYSTEM:

- PROPOSED ALIGNMENT
- DESIRABLE FUTURE ALIGNMENT

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The South Spy Hill Pressure Zone (the mid zone) can be serviced by main extensions from the Bowfort Road/83rd Street N.W. area. An existing pumping station in Bowness at 83rd Street and 33rd Avenue N.W. was put into operation in 1982 to serve the South Spy Hill Pressure Zone.

Any developable land above the central zone (on the upper part of the escarpment) can be serviced by localized pumping (at the developer's expense) from the South Spy Hill Pressure Zone or by way of a main extension from North Strathcona.

1.4.4 Electricity

The area is presently serviced from three phase overhead lines located along 69th and 85th Streets N.W. As development occurs along the northern periphery of the site, arrangements will be made to service that area. When the southern portion of the site develops, the existing power lines will be relocated nearer the center of the area structure plan area to facilitate technically feasible servicing. The exact route to be determined.

1.4.5 Telephone

Telephone service can be extended to Winter Heights from the existing Bowness exchange which has ample capacity.

1.4.6 Natural Gas

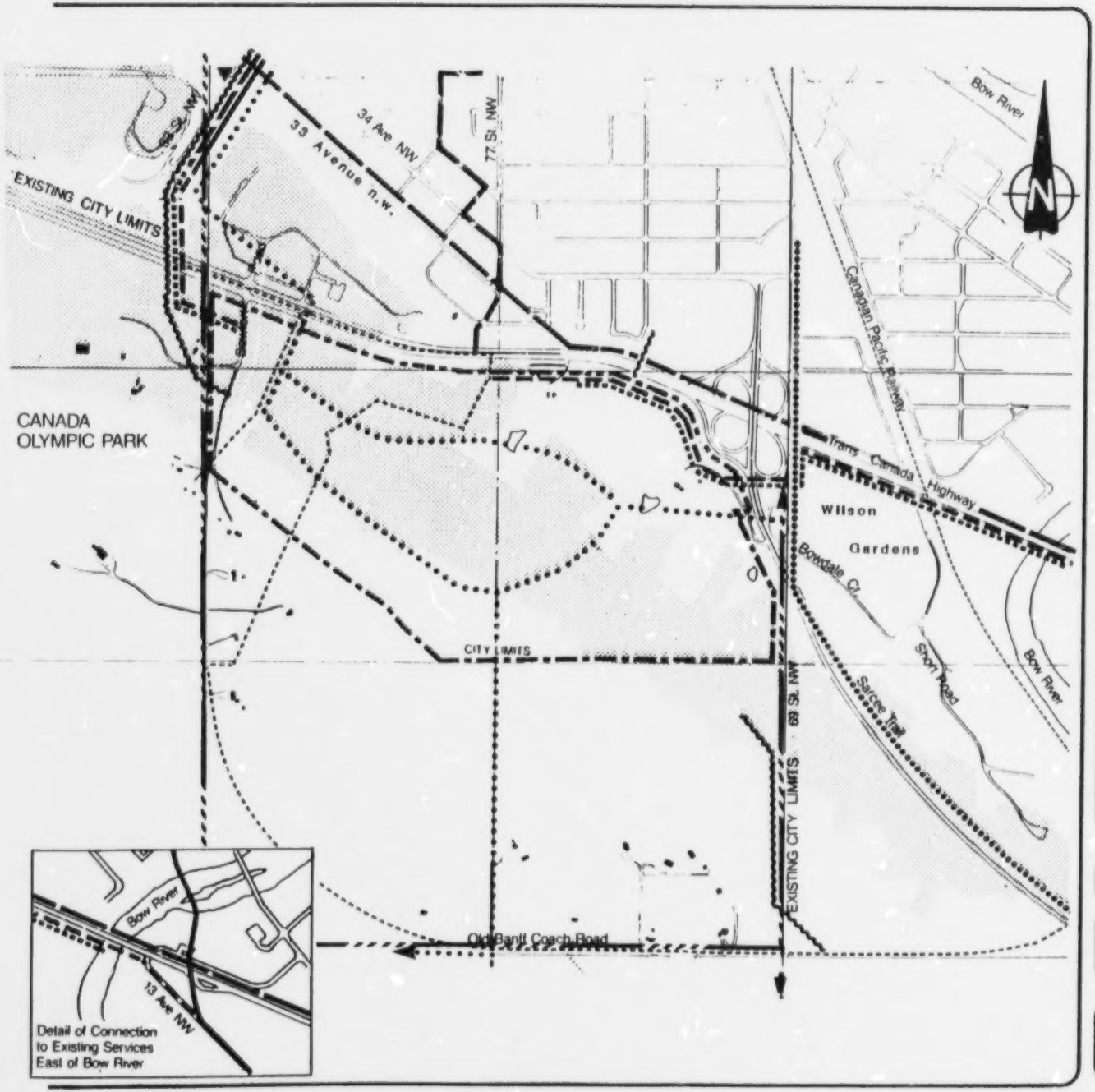
Natural gas service can be provided to Winter Heights by extending the existing feeder gas main located in Bowness and by it connecting with the existing gas main located adjacent to Sarcee Trail. Depending on the location of the initial phases of development, temporary gas mains may be required prior to the establishment of final grades where the permanent facilities are to be located.

1.4.7 Interim Servicing

To facilitate initial phases of development along the northern periphery of the site and until the ultimate servicing scheme is ready to proceed, alternatives may exist with respect to the provision of physical services. Interim servicing arrangements for water, sanitary sewer and storm sewer are possible, at the developer's expense, to allow initial phases of development to occur. All such arrangements will be subject to approval by the City Engineer.

1.5 Sequence of Development

Development is expected to occur initially in the northwest portion of the site adjacent to Bowfort Road where transportation access is immediately available and physical services most easily provided.



WINTER HEIGHTS

MAP 4

TITLE
MUNICIPAL SERVICES AND UTILITIES

LEGEND

- STUDY AREA BOUNDARY
- APPROXIMATE DRAINAGE BOUNDARY
- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER
- EXISTING WATER MAIN
- PROPOSED WATER MAIN
- EXISTING CW NATURAL GAS
- PROPOSED CW NATURAL GAS
- EXISTING CITY ELECTRIC OVERHEAD FEEDER
- SOUTH SPY HILL WATER PRESSURE ZONE
- EXISTING ICE PONDS
- EXISTING PUMP STATION

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Supporting Information to

WINTER HEIGHTS

Area Structure Plan

July 1987

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PLANNING & BUILDING DEPARTMENT

SUPPORTING INFORMATION TO THE WINTER HEIGHTS AREA STRUCTURE PLAN

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PART II - SUPPORTING INFORMATION

2.1 Study Area Location and Size

The Winter Heights area is situated in West Calgary and is bounded by the Trans-Canada Highway to the north, Sarcee Trail to the east, the Bow River escarpment to the south and Canada Olympic Park to the west. The southern and western boundaries are specifically defined by the City of Calgary limits (as of December 31, 1985).

Winter Heights encompasses approximately 106 gross hectares (262 gross acres) including road allowances, utility reservoir sites and the following parcels legally described as:

1. Plan Bowness Calgary 5565 A.H. Block E, consisting of approximately 49.1 hectares (121.0 acres) owned by S.C. Properties Ltd*.

2. Legal Subdivisions 9, 10, and 15 in the northeast quarter of Section 27-24-2-W5M consisting of approximately 45.2 hectares (111.9 acres) and Legal Subdivision 16 in Section 27-24-2-W5M consisting of approximately 6.1 hectares (15.1 acres) owned by U.M.L. Land Ltd*.

3. Plan Calgary 7910494 Block C consisting of .62 hectares (1.5 acres) owned by Milam Investments Ltd*.

4. Plan Calgary 7910494 Block B consisting of 1.84 hectares (4.57 acres) owned by S.C. Properties Ltd*.

* As of February 1, 1986.

2.2 Policy Context

2.2.1 The Calgary Regional Plan

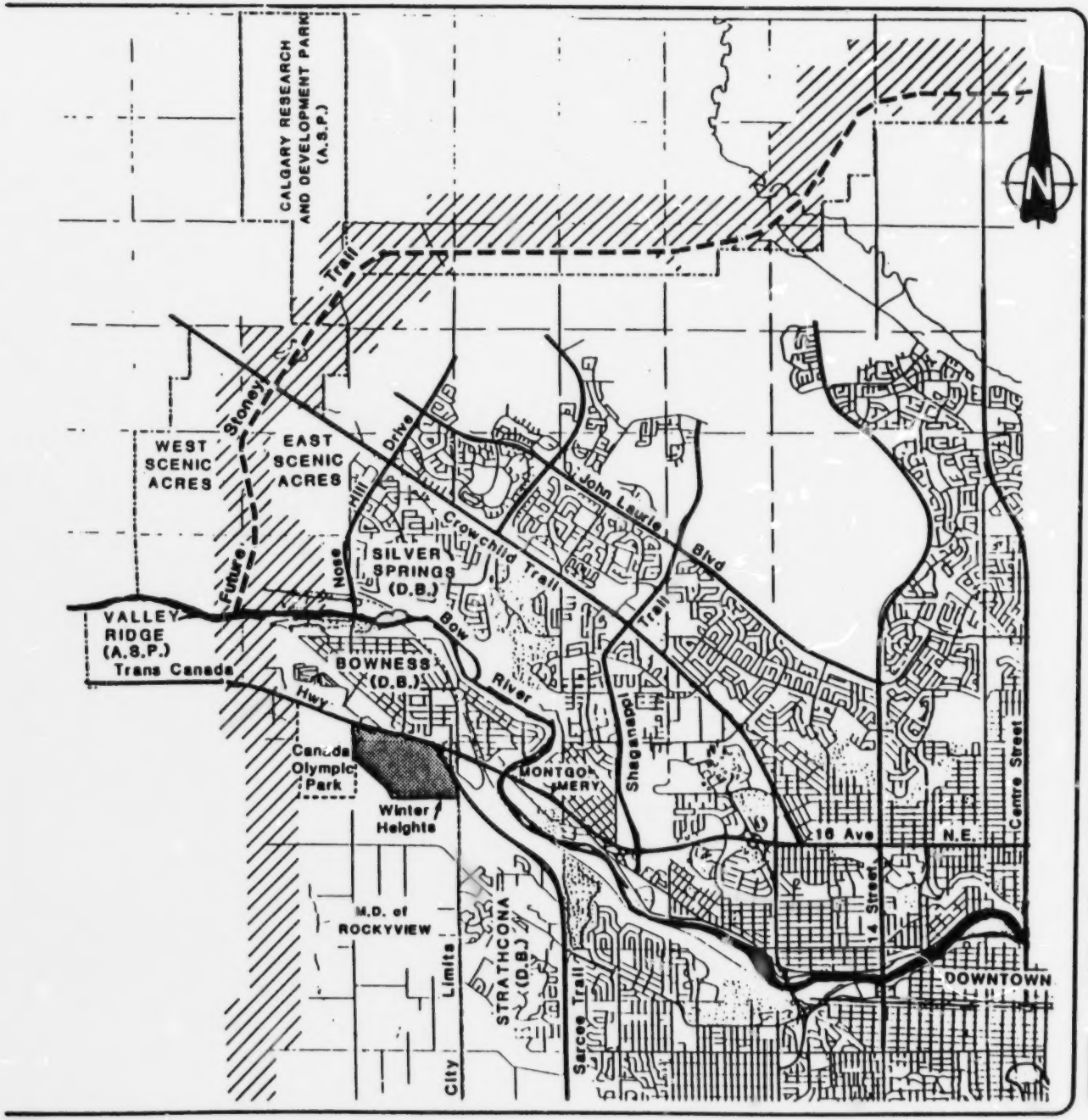
The Planning Act requires that all by-laws and statutory plans adopted by a local authority shall conform with the Regional Plan. Chapter 3, Section 1 of the Calgary Regional Plan defines 'The Geographical Parts' and the City of Calgary falls within '3.1.3 Urban Part'. The Plan states "The general purpose of the Urban Part is to provide for the conduct of general urban uses in urban municipalities. All lands within incorporated urban municipalities are classified urban part."

Chapter 4, Section 10 'Urban Development' outlines specific planning principles to apply to all urban municipalities within the Region. The proposed development for Winter Heights generally reflects these planning principles.

The annexation and development of Winter Heights do not require any amendments to the Calgary Regional Plan.

2.2.2 The Calgary General Municipal Plan

The Calgary General Municipal Plan is the senior municipal planning document with which all other statutory planning documents, including area structure plans, must conform (Section 64 of the Planning Act). The General Plan includes a general land use strategy and policy framework to guide development of area structure plans.



WINTER HEIGHTS

MAP 5

TITLE

PLANNING CONTEXT

LEGEND

- STUDY AREA
- TRANSPORTATION UTILITY CORRIDOR
- (A.S.P.) APPROVED AREA STRUCTURE PLAN
- (D.B.) APPROVED DESIGN BRIEF

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Appropriate amendments to the Calgary General Municipal Plan have been undertaken to reflect the annexation of Winter Heights and to allow for subsequent stages of planning and development.

2.2.3 Annexation History

The Winter Heights Annexation application was approved by City Council on February 11, 1985 based on the Interim Annexation Guidelines. The Interim Annexation Policy was approved by City Council on July 25 and 26, 1983. A Public Hearing was held by the Local Authorities Board on October 30, 1985 and the annexation became effective December 31, 1985 (Local Authorities Board Order No. 17591 dated November 14, 1985 and Order in Council No. 842/85 dated December 5, 1985).

2.2.4 Transportation Policy

The following transportation information should be considered in the development of Winter Heights.

- The Surface Transportation Noise Policy which establishes guidelines for mitigating surface transportation noise where it affects residential development.

- The Trans-Canada Highway West Functional Study which reviewed and established the long range roadway and interchange requirements of the Trans-Canada Highway from the Bow River to west of the Valley Ridge Interchange. The land use component identified land use, environmental impacts and access requirements. Winter Heights is referred to in this study.

2.2.5 Alternative Access

The entire Winter Heights area can be adequately serviced by the Bowfort Road/ Trans-Canada Highway intersection with improvements undertaken for the 1988 Winter Olympics, and ultimately, with a future grade-separated interchange. Additional access will be provided by a connection to Valley Ridge Road to the west as indicated in the Trans-Canada Highway West Functional Study.

Alternative access, either permanent or temporary, may be allowed if feasible and if all conditions established by the Transportation Department can be met. The possibility of a second major access to Winter Heights was investigated at the initiative of one of the landowners. Initially, consideration was given to an access from Sarcee Trail, just south of the Sarcee Trail/Trans- Canada Highway interchange. An alternative for access from the Trans-Canada Highway, east of Bowfort Road, was also considered.

However, neither alternative investigated provided any particular benefit to the City-wide system, since adequate access can be provided to all property from Bowfort Road. Accordingly, the City was not prepared to accept any financial responsibility for either alternative.

A temporary right turn in only to the site from the Trans-Canada Highway between Bowfort Road and Sarcee Trail is under consideration. This temporary access, if allowed, must be removed prior to construction of the ultimate Bowfort Road/Trans-Canada Highway Interchange and/or the Sarcee Trail/Trans-Canada Highway Interchange upgrading.

2.3 The 1988 Winter Olympics

It is important that the staging of the Canada Olympic Games be considered in the timing of the development of the Winter Heights area. The Olympic Organizing Committee has expressed concern that the Winter Heights area not be under heavy construction while the Olympic Games are in progress. Heavy construction activity would result in conflict with the substantial demand that the Olympics will place on the local road system and will also be most undesirable from an aesthetic point of view because of the high degree of exposure the Olympic site and environs will receive during the staging of the games.

2.4 Site Characteristics

2.4.1 Topography and Drainage

Winter Heights is located on the northeast escarpment of the Cairn Hill upland. The topography is characterized by steep escarpment slopes, a series of ravines which have cut into the steep slopes, and a gently sloping area at the base of the escarpment as shown on Map 6.

The steep escarpment (consistently greater than 20% slope) is located above the 3,750 foot contour level and occupies approximately 7.3 hectares (18 acres) of the study area.

The largest portion of Winter Heights, approximately 91.5 hectares (226 acres), is a series of ravines and ridges which have been cut into the escarpment. The ravines are approximately 10 to 12% slope along the bottom with side slopes of 15 to 35% over a height of 33.5 m (110 feet). The narrow ridges located between the ravines are nearly flat-topped, but slope rapidly into the ravines.

The base of the escarpment is a flat to gently sloping area of approximately 7.3 hectares (18 acres).

The entire site is well drained by the numerous ravines. Three small ponds which have been constructed at the base of the largest ravines collect ground water flow from spring seepage as well as storm water runoff. The ponds serve to eliminate drainage and ice problems along the Trans-Canada Highway and Sarcee Trail.

The steep slopes and the ravine/ridge complex will be extensively graded to permit roadway construction and the installation of services. Storm water drainage will be directed to a piped system. The spring seepage and ponds could be integrated into the open space system.

All subdivision and development approvals shall conform to the City of Calgary's Slope Stability Policy.

MAP 6

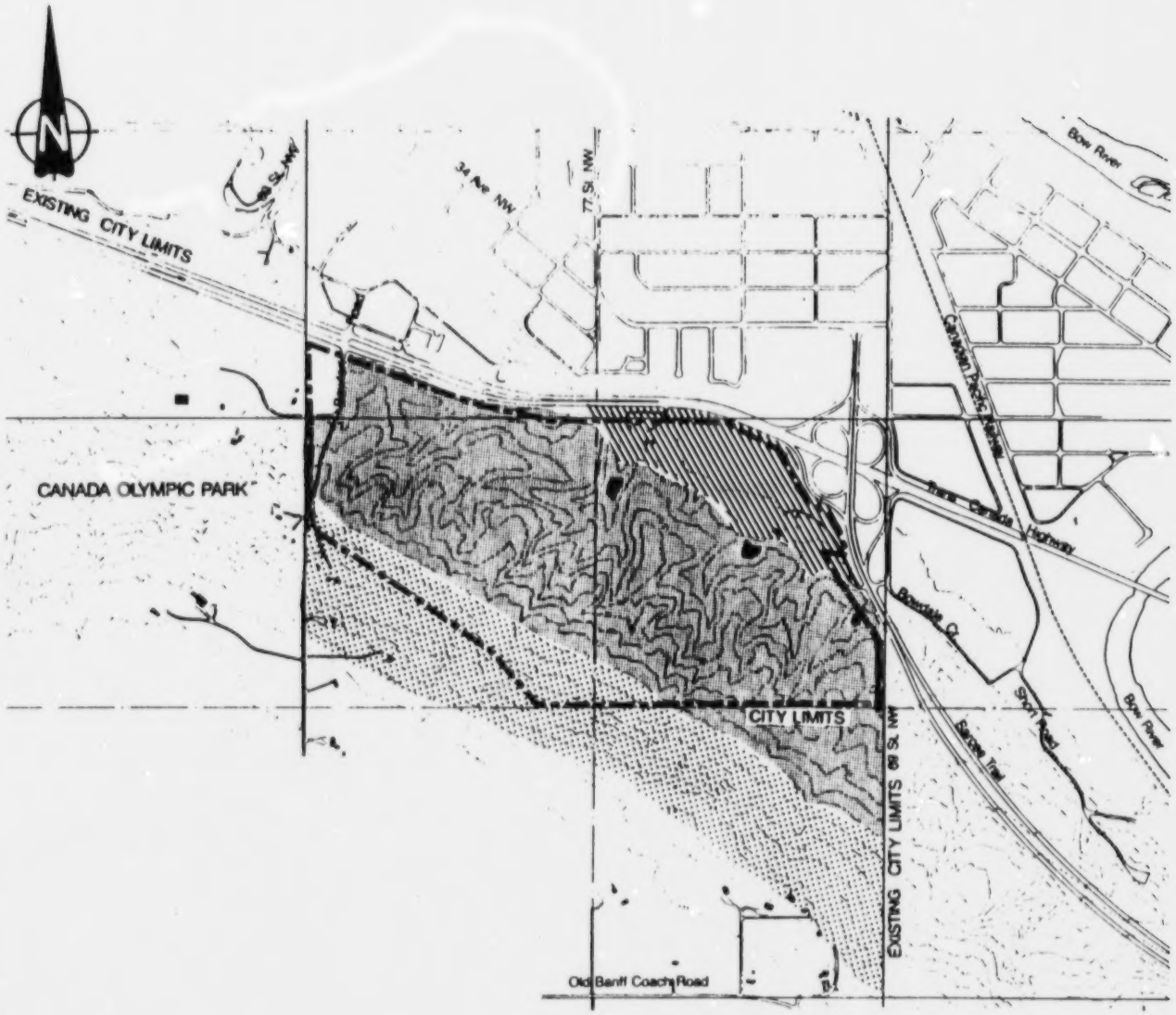
WINTER HEIGHTS

TITLE

TOPOGRAPHY

LEGEND

- STUDY AREA BOUNDARY
- STEEP ESCARPMENT SLOPES GREATER THAN 20%
- RAVINES AND RIDGES SLOPES 10% TO 35%
- ESCARPMENT BASE SLOPES 0 TO 4%
- EXISTING ICE PONDS



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2.4.2 Soils

The soils throughout Winter Heights are composed of silt, clay, sand and gravel pockets. Sandstone bedrock is at the surface on the steep escarpment slopes and generally within 3 metres of the surface in the upper portions of the ravine/ridge complex. Sand, silt and loam soils have accumulated at the base of the escarpment.

The shallow depth to bedrock is a constraint to development especially in the steepest portions of the escarpment. It is considered to be impractical and/or very costly to develop land for standard urban development under such conditions on the upper slopes.

2.4.3 Vegetation and Wildlife

Native grasslands are the predominant vegetation on the ridges and lower slopes. Aspen and balsam poplar woodlands dominate on the upper slopes and in the ravines. Willow shrub communities are found on steep slopes in association with ground water spring seepage.

The snowshoe hare, white-tailed deer and common song birds such as the chickadee, yellow warbler, least flycatcher and sparrows are found throughout the escarpment lands. The ravines with ground water springs provide habitat for more uncommon birds such as northern oriole, wood pewee, hairy woodpecker, catbird and goldfinch.

The plant and animal species occurring throughout the Cairn Hill escarpment are widespread throughout wooded areas of Southern Alberta.

2.4.4 Glacial Erratic

A large glacial erratic is located approximately midway up the escarpment as shown on Map 7. The glacial erratic at this location should be integrated into the open space and pathway network of future developments.

2.4.5 Environmentally Sensitive Areas

Environmentally sensitive areas in Winter Heights are associated with the ravines, ground water seepage, high quality woodlands and the glacial erratic as shown on Map 7. These areas add a natural element to the proposed development which is unique to Winter Heights. Views of the escarpment can be appreciated from a distance throughout the Bow River Valley and Northwest Calgary. Efforts should be made to integrate the woodlands into the future development.

The Planning Act in Section 98 outlines the provisions that govern the provision of environmental reserve. The environmentally sensitive areas identified on Map 7 will be subject to further refinement at the outline plan stage and portions may be provided as environmental reserve.

2.4.6 Existing Land Use

The majority of the site is in its natural state, never having been actively cultivated. The exception is in the extreme northeast corner of the site where a small landscape nursery operation was once in operation. There are two residences on the site; one residence associated with the landscape nursery operation, while the other is located along the northern boundary adjacent to the Trans-Canada Highway.

2.5 Protective and Community Services

2.5.1 Police

Police protection for the Winter Heights area will be provided from the existing District Office No. 2, located at 17th Avenue and 45th Street S.W. Although no additional facility requirements will result from the development of Winter Heights, further manpower and vehicle requirements may result.

2.5.2 Fire

Fire protection services will be provided from Station 15, located at 6328 - 35th Avenue N.W. in Bowness. Adequate protection can be provided for full development of Winter Heights with the existing manpower and facilities.

2.5.3 Library

The Winter Heights area will be served by the Bowness Branch Library located at 7930 Bowness Road N.W.

2.5.4 Schools

Due to the relatively small potential population expected in Winter Heights and the proportionally small number of school age children, no public or separate school facilities will be provided in Winter Heights. Appropriate public school sites for children have been identified in Strathcona Cell A (Patterson Heights) which may serve Winter Heights as well. Otherwise, children will be bused to available facilities. Children in the Separate School System will be accommodated in available facilities in neighbouring communities as deemed appropriate.

2.5.5 Public Health

Health Services will be made available to Winter Heights through the Calgary Health Service District Office located at No. 109, 1829 Ranchlands Drive N.W., a satellite office located in Bowness at 6328 35 Avenue N.W., and the Bowmont Dental Clinic at 5010 Bowness Road N.W.

2.5.6 Social Services

Social Services will be provided from the Bowmont District Office at 5000 Bowness Road N.W.

WINTER HEIGHTS

MAP No 7

TITLE
ENVIRONMENTALLY SENSITIVE AREAS

LEGEND

- STUDY AREA BOUNDARY
- STEEP ESCARPMENT
- HIGH QUALITY RAVINES AND TREES
- GLACIAL ERRATIC

DATE
JULY 1987

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

Contour Interval 25 Feet

2.6 Summary of Statistics

LAND AREA	Total 106 gross ha (approx) (262 gross acres)	Residential 71 gross ha (approx) (subject to ER ded.) (176 gross acres)	Commercial 35 gross ha (approx) (subject to ER ded.) (86 gross acres)
Residential Development Density	12.3 to 19.8 units per hectare (5 to 8 units per acre)		
Projected Population and Dwelling Units	In the range of 2000 to 3500 persons and 800 to 1400 dwelling units		
Annexation Information	Annexed to City of Calgary effective December 31, 1985 (Local Authorities Board Order No. 17591 and Order in Council No. 842/85)		